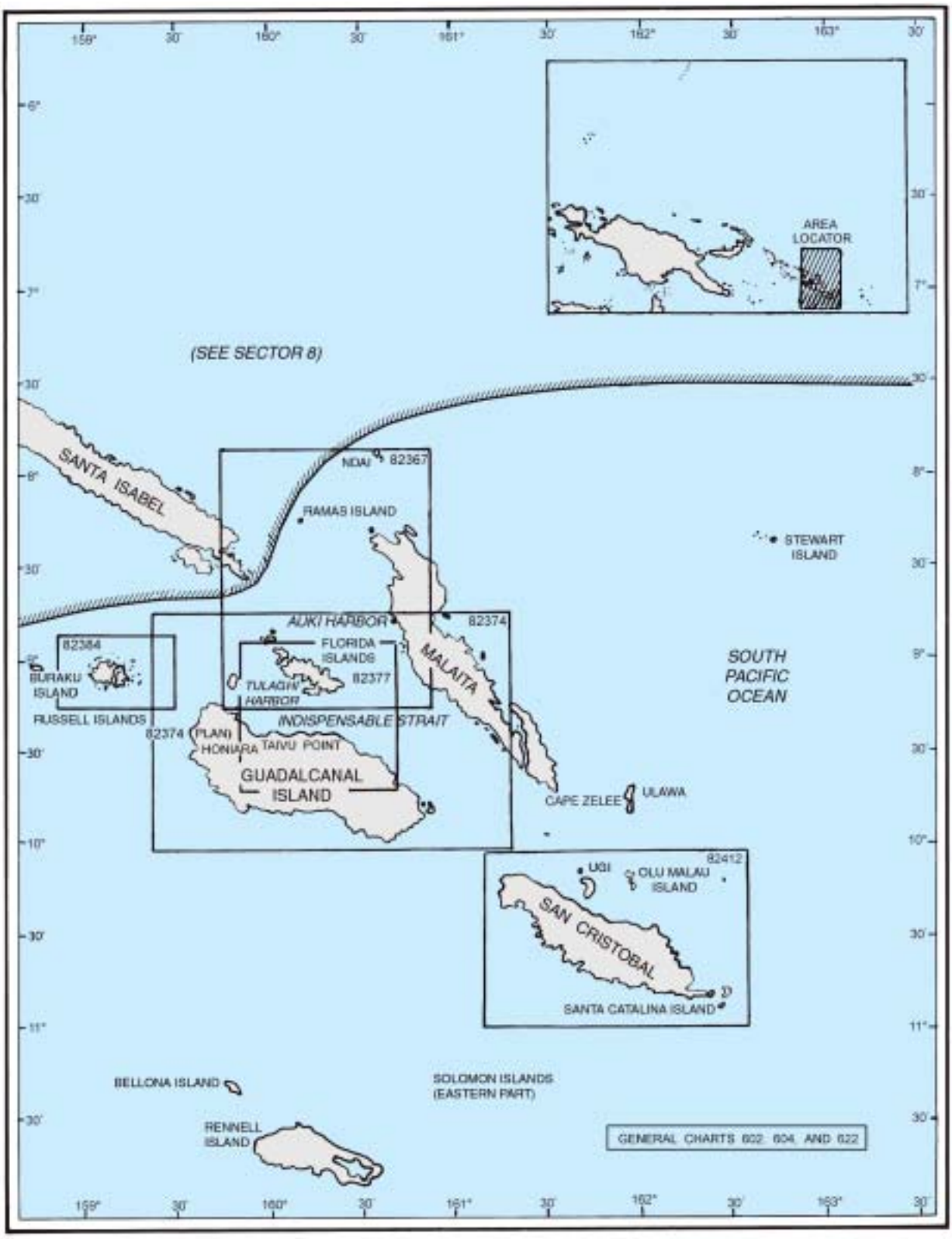
Click on "See Sector" to be hotlinked to that Sector.



Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.

SECTOR **7** — CHART INFORMATION

Table of Contents

Table of Contents

SECTOR 7

THE SOLOMON ISLANDS—EAST PART

Plan.—This sector, covering the E islands of the Solomons, describes the island of San Cristobal, including the islands and dangers N and SW of it, then the island of Malaita, and then Indispensable Strait. Guadalcanal Island is next discussed, followed by the Florida Islands, the Russel Islands, and finally Buka Island. The general arrangement of this sector is from SE to NW.

General Remarks

7.1 The Solomon Islands, between 5˚S and 13˚S, and 154˚30'E and 162˚45'E, extend over an area 600 miles long in a NW-SE direction and up to 100 miles wide. They include seven major islands and between 20 and 30 smaller islands and numerous islets. The seven major islands are San Cristobal, Malaita, Guadalcanal, Santa Isabel, Choiseul, New Georgia, and Bougainville, the first three of which are discussed in this sector and the remainder in Sector 8. The group consist of a double row of large mountainous islands attaining heights, as in the case of Guadalcanal and Bougainville, of 2,439 to 3,048m.

In appearance the islands present many similar characteristics, consisting of a chain of lofty mountains, mostly covered with dense forest and rank undergrowth, occasionally giving place to long grass and ferns. The slopes incline gently to the sea, and the shores are lined with mangroves in places.

The larger islands are watered by numerous streams, at the mouths of which, as well as on the swamps and sandy shores of uninhabited coral islets, crocodiles abound.

Some of these islands are entirely of volcanic formation, while others are calcareous, but there are also many cases in which both these formations are combined.

Mount Bagana and Mount Balbi, on Bougainville Island, are active volcanoes, and Savo, Simbo, and other islands sometimes exhibit signs of latent activity. Fumaroles and hot springs occur in several islands, and around these deposits of sulphur, alum, gypsum, and opal may be found. Earthquakes are common in these islands.

Winds—Weather.—In the Solomon Islands, the Southeast Trades are usually established in April and continues until the end of October; during this season more than 75 per cent of the winds are E, and 60 per cent are from E to SE. The trade is steadier and stronger over the S part of the group.

From November to April, the winds blow predominantly between the NE and NW, though great variability marks this season, and appreciable percentages of E and S winds occur.

Winds of storm force are practically unknown. Very few tropical cyclones, mostly at early stages, have affected this area. The season of the Southeast Trades is drier than the remainder of the year, although ample rainfall occurs even with the trade winds, but from December to March the rainfall is exceedingly heavy. Thunderstorms are frequent during the latter period and fairly common otherwise, except that they are infrequent at the heart of the trade in July and August.

In the vicinity of the larger islands the winds are affected by land and sea breeze influences.

May to October is the drier season of the year, with rainfall averaging about 125mm per month. During the rest of the year it averages 230mm to 265mm with March being the wettest at over 310mm of rainfall. What is lacks in rainfall however, it makes up for in humidity. July to September the humidity is about 73 per cent rising to a maximum in March of 80 per cent.

Average temperature the year around is between 26˚C and 27˚C, making it one of the most consistent climates the year around.

Tides—Currents.—The South Equatorial Current and the South Subtropical Current, the major prevailing surface currents in the area of the Solomon Islands, set W across the Pacific Ocean under the influence of the Southeast Trades, the strength of which gradually decreases with increasing S latitude.

From October through March, during the Northwest Monsoon, part of the South Equatorial Current turns S and SE along the NE coast of New Guinea, but this monsoon does not reach the Solomon Islands in any appreciable extent in February when it is strongest. During this time the current may become South.

From April through September, during the Southeast Trades, part of the South Subtropical Current flows through the Solomon Islands, but being influenced by the wind has a considerable degree of variability.

During the Northwest Monsoon, the average velocity of the current is about 0.8 knot; during the Southeast Trades, it averages about 1 knot.

Caution.—Extensive lines of barrier reef occur in parts of the Solomon Islands, as off the E coast of New Georgia, Santa Isabel Island, and the S coast of Choiseul Island. Some of these, as well as the greater portion of the islands, are still not completely surveyed; a great deal of caution is necessary when navigating among the group. No reliance should be placed on lights in the Solomon Islands; some are frequently unlit. Lighted structures on the reefs may be washed away and those on land may become obscured by trees.

Islands and Dangers North and Southwest of San Cristobal Island

7.2 The **Indispensable Reefs** (12˚36'S., 160˚20'E.), with their center about 160 miles SW of the E extremity of San Cristobal, are three reefs stretching more than 60 miles in a NW-SE direction. They are steep-to and each encloses a large deep lagoon. They are separated by deep passages 1.5 to 2 miles wide.

South Reef (12˚55'S., 160˚33'E.) is 13 miles long and about 5 miles wide; it encloses a lagoon with depths from 18 to 35m. It is reported to be a poor radar target. A wreck is beached on the NE side of the reef.

Middle Reef (12˚38'S., 160˚23'E.) is J-shaped and extends 32 miles from SE-NW. Little Nottingham Islet is a small islet located near the center of the reef, while a small lagoon is found in the N portion. Vessels can reach the principal lagoon through three openings in the reef located, respectively; on the E side, about 8 miles N of the reef's S extremity; on the W side, about 4 miles SW of Little Nottingham Islet; and in the N proximity of the island. Strong overfalls giving the impression of breakers are created at the E and S extremities of Middle Reef.

North Reef (12˚19'S., 160˚07'E.) is 11 miles long with a maximum width of 4.5 miles and surrounds a lagoon with very few obstructing coral clusters which is sheltered. It offers two narrow openings; one on the N side, about 5 miles from the E extremity of the reef; the other in the NW portion, 1.5 miles S of the rock marking the NW extremity of the reef.

Currents in the vicinity of the reefs generally set to the W and attain a rate up to 2.5 knots.

Between these reefs and Rennell Island to the N, currents set strongly to the W, with rates of up to 2 knots.

Rennell Island (11˚40'S., 160˚18'E.), about 40 miles NNE of North Reef, is about 150m high, heavily wooded and bordered with cliffs. The island is inhabited. Overfalls are heavy on the reef surrounding the island.

Anchorage is available, in about 15m, in an indentation in the coastal reef at Kanggava Bay, in the middle of the S coast of Rennell Island. Caution is advised as the bay is encumbered by coral heads and is dangerous when the wind is from the SW.

7.3 **Bellona Island** (11˚18'S., 159˚47'E.), about 16 miles NNW of the W end of Rennell Island, is also inhabited. Passage between the two islands appears to be safe when more than 0.5 mile off either of their coasts. The island, with a uniform height of 65m, is heavily wooded and is sheer, except at its SE and NW ends. Near the NE extremity of this island, small vessels can anchor, in 27m, about 0.2 mile off the white sandy beach; the anchorage is sheltered from the Southeast Trades. Landing at the NW extremity of the island is possible.

Hammondsport Bank (10˚32'S., 159˚38'E.), about 47 miles NNW of Bellona Island, has depths of 42 to 50m.

Stewart Islands (8˚25'S., 162˚52'E.), about 150 miles NNE of the E extremity of San Cristobal, are a group of four islands on a triangular atoll. They are Sikaiana, the largest and principal island at the E end of the atoll and the only inhabited island; Matuaui, Matiuloto (Faore), and Tehaolei.

The islands and the reef of the atoll enclose a large lagoon into which there is only one small boat passage. This passage, between Matiuloto and Tehaolei, has a depth of 0.3m and strong currents makes it dangerous to navigate.

Caution.—Vessels should approach this island group and reef with caution because it is steep-to and soundings give no warning. There are no anchorages.

San Cristobal Island

7.4 **Santa Catalina Island** (10˚54'S., 162˚27'E.), about 5 miles SE of the SE extremity of San Cristobal Island, is a level-topped island, 97m high. This coral island is thickly wooded and surrounded by a narrow fringing reef. The village of Mamako is on the N side of the island.

There is an anchorage for small vessels off the N side of the island, but it is exposed and subject to strong tidal currents.

Paraghawa Strait (10˚52'S., 162˚27'E.) is 1.75 miles wide, deep, and clear of dangers; it separates Santa Ana Islandon the N and Santa Catalina Island S of it.

The channel between Naghora Point and Santa Ana Island is 3.5 miles wide, deep, and clear of danger. Tidal currents in the channel flow N and S; during the Southeast Trades the spring rate is 1 to 2 knots. When the Southeast Trades are intense, overfalls occur off Naghora Point and in the area 4 miles E of Santa Catalina Island; they are dangerous for small boats.

Santa Ana Island, N of Santa Catalina Island, is a nearly circular island, 159m high. When seen from the E or W, the island has the profile of a broad-brimmed and low-crowned hat. The island is fringed by a reef, and, with the exception of some cul-tivated patches, is densely wooded.

7.5 **Port Mary** (10˚50'S., 162˚27'E.), on the W side of Santa Ana Island, is formed by a break in the fringing reef and a slight indentation in the coast. The entrance is 0.2 mile wide between the reefs on either side, but its navigable width is reduced to 228m by some detached shoals which extend 145m N from the reef on the S side. Caution is advised as the reefs have been reported to be extending, and also reported to dry (1985).

Port Mary affords good anchorage, in 28m, sand, except during the Northwest Monsoon, when it is unsafe.

Tides—Currents.—The tidal currents frequently set diagonally across the entrance of Port Mary.

In mid-channel, between Santa Ana Island and Cape Surville, the currents have a velocity of 1 to 2 knots at springs during SE winds. The current sets N and S. During the strength of the trade winds there are rips off the points of the coastal reefs, which would be dangerous for boats.

The general character of the mountainous interior of San Cristobal is that of a parallel series of level-topped ridges, separated by deep valleys, with a few dome-shaped or conical mountains. The summit, 1,250m high, is 38 miles WNW of Naghora Point.

For the most part, the S coast rises precipitously from the sea; the N coast, with the exception of a precipitous part between Mahua Point and Flat Rock, has a strip of lowland between the shore and the mountain. Most of the villages are on the N side of the island.

North of San Cristobal Island are the islands of Uki Ni Masi, Three Sisters, and Ulawa. Several of these islands are densely wooded. Ulawa, the N island, rises to a height of about 366m.

7.6 **Naghora Point** (Cape Surville) (10˚50'S., 162˚23'E.), the E end of San Cristobal, is the extremity of a narrow peninsula and is dominated by a 152m hill. A reef extends about 1 mile from the N side of the peninsula and about 0.6 mile from Naghora Point.

Na Wakio Islet (Bulimatervua Islet) (10˚50'S., 162˚23'E.), wooded and 21m high, is on the fringing reef on the NE side of the point. A detached 3.7m reef is 0.4 mile off the fringing reef, about 2.3 miles WNW of Bulimatervua Island.

Anchorage, sheltered from the sea, can be taken with local knowledge in the indentation in the coastal reef just E of **Na Finua Island** (Nafinua Island) (10˚49'S., 162˚18'E.). The an-

chorage is in 26m, sand and coral, with the island bearing 318˚, distant 0.25 mile. Vessels should approach with the island bearing 211˚ and, when the anchorage entrance is made out, alter course to 188˚.

Star Harbor (10˚49'S., 162˚17'E.), an indentation about 0.5 miles W of Na Finua Island, offers sheltered anchorage, in a depth of 38m. Anchorage for large vessels is available, in a depth of 75m, 1.5 miles NW of Na Finua Island, but this is temporary anchorage only.

To reach Star Harbor, steer for the center of an island located 2 miles WSW of Na Finua Island, bearing 222˚. When a pair of beacons standing on the reef close SW of Na Finua Island are in line bearing 147.5˚, steer for them on that bearing; if the beacons cannot be seen, steer for the S end of the island on the same bearing. Alter course to 242.5˚ when the two beacons standing close E of the island 2 miles WSW of Na Finua Island are in line. This last set of range beacons leads to the anchorage.

A village is situated about 0.6 mile SE of the anchorage, the channel to which is about 90m wide, with a least depth of 6m, and is marked by beacons.

Star Harbor is said to be the only safe anchorage on the N coast of San Cristobal Island during the Northwest Monsoon.

The coast from Star Harbor to Hunarite Point (Fanarite Point), about 8 miles to the N, continues to be fringed with coral reefs with occasional breaks.

Hunarite Point (Fanarite Point) (10˚41'S., 162˚16'E.) has several villages around it, and close off the point is Tree Islet, 9m high.

Mount Erskine, 3 miles SSW of Hunarite Point, is a conspicuous double-pointed peak, 476m high. It is the E peak of the high peaks on San Cristobal Island.

There is no safe anchorage in the bay W of Hunarite Point because, during the Southeast Trades, a swell sets in on the beach and the winds frequently shifts to NE.

7.7 **Mahua Point** (Cape Mahua) (10˚28'S., 162˚05'E.) is the most conspicuous promontory on the N coast. Near the coast, it rises over 305m; 4.5 miles to the S it rises to a 610m table land.

Anchorage can be taken on the E side of **Wanione Bay** (Wanoni Bay) (10˚28'S., 162˚02'E.), in 24m, with the left hand edge of Mahua Point bearing 018˚ and the prominent white cross on the hill behind the mission bearing 133˚. Anchorage can also be taken 0.5 mile farther S, in 14.6m, off a black sandy beach. These anchorages are exposed to NW winds.

One of the large streams discharging into Wanione Bay brings down trees and snags during heavy rains and causes discoloration of the sea for several miles offshore.

Taware Point (Tawaro Point) (10˚26'S., 161˚55'E.), marked by a light, is on the E side of a small bay between that point and Manahinua Point (Manahina Point).

Anchorage.—Anchorage, in 37m, can be taken in the bay with the government station bearing 119˚ and Taware Point bearing 038˚. This anchorage is unsafe with winds from the W to NW. Anchorage can also be taken about 1 mile WSW of Manahinua Point, in 9.1 to 12m, sand, 0.25 mile offshore.

Pakera Point (Lakena Point) (10˚24'S., 161˚48'E.), which may be recognized by a conspicuous clump of trees, is about 6.5 miles WNW of Manahinua Point. The coast between these two points consists of a dark sandy beach, on which, during strong SE trade winds, the sea breaks heavily.

Maoraha, an islet with trees 15.2m high, lies 3 miles W of Pakera Point, and 0.5 mile offshore. The reef on which it stands extends 183m N and 137m E from it. A 4.9m shoal is between the island and the point SE of it. Anchorage can be taken in 35m, 0.15 mile off the island, with its center bearing 076˚.

Castle Peak, a conspicuous peak about 140m high, rises close to the coast about 4.5 miles WNW of Maoraha. Safe anchorage can be taken by small vessels during the Northwest Monsoon in Waimansi Bay, a cove close E of Castle Peak.

Anchorage can be taken in the SE part of Wiaiae Bay (Waiai Bay), just W of Castle Peak, in 14.6 to 18m.

Wangalaha Point (Wangoraha Point) (10˚17'S., 161˚35'E.) is marked by a light.

Cape Recherche (10˚10'S., 161˚20'E.) is the N extremity of San Cristobal Island. There are several landing places between this cape and Wango Bay.

Marou Bay (Maru Bay), 2 miles SW of Cape Recherche, affords anchorage, in about 18.3m, close to a steep dark beach; this anchorage is sheltered from SE winds.

Tides—Currents.—Currents have been observed to set S at 1 knot in the channel between San Cristobal Island and Guadalcanal Island.

San Cristobal Island—South Coast

7.8 The coast between Naghora Point and **Cape Sydney** (10˚45'S., 161˚45'E.), about 38 miles W, is little known, but the fringing reef is reported to extend not more than 0.75 mile offshore.

A rock, with a depth of less than 1.8m, about 2 miles E of Cape Sydney, is reported to be farther offshore than charted. The sea breaks over this rock in heavy weather.

Marunga Harbor, entered close N of Cape Sydney, is open to the W. The land on the N side of the harbor is 762m high. The land on the S side is 457m high and slopes W to the S entrance point, 61m high.

The bay is reported to afford anchorage, in 14.6 to 22m, with a 2.4m rock, off the inner point of the S side of the bay, in line with the S entrance point, bearing about 235˚, and the mouth of a stream in the SE part of the bay bearing 146˚.

Haununu Bay, entered NW of Haununu Bluff, is reported to have depths of 33m to 51m and to be sheltered from all winds. Foul ground extends about 1 mile SW from the N entrance point of the bay.

7.9 **Marau Island** (10˚31'S., 161˚28'E.) is hilly. Anchorage can be taken, in 14.6 to 18.3m, off the N side of the island.

Makira Harbor (Bay Harbor) (10˚26'S., 161˚27'E.), surrounded by hills 183 to 275m high, is probably the safest anchorage in the Solomon Islands and has depths of 45 to 55m over the greatest part of it.

The bay is entered through a deep channel, 0.25 mile wide, but the fairway is reduced to a width of about 0.2 mile by dangers on either side. The bay is difficult to identify, especially if approaching from the W.

Tides—Currents.—During the Northwest Monsoon, the current outside the bay sets SSE at about 2 knots.

Anchorage.—Anchorage may be taken, in about 46m, mud, about 0.3 mile from the head of the N arm of the bay, abreast the village of Makira, or in about 31m just N of Observatory Point.

Directions.—Vessels approaching from the SW may identify the bay by sighting Oroa Island (Philip Island) and Io Island (Eyo Island). Vessels approaching from W will sight Haraniia Point (Achard Point), recognized by a white sandy beach to the E of it.

To enter the bay, bring the SE shoulder of Harbor Ridge to bear 058˚ and steer in on that bearing until clear of Passage Ledge, then when clear of the ledge, steer to pass about midway between the entrance points. Harbor Ridge is difficult to identify on this bearing.

7.10 **Io Island** (Eyo Island) (10˚23'S., 161˚23'E.), 4 miles NW of Marika harbor, has a knob on one end. The islet is encircled by a reef. A shoal is reported to lie about 1 mile S of the island.

Haraniia Point (Achard Point) (10˚21'S., 161˚15'E.) is the S point of the W end of San Cristoba Islandl.

Good, but, restricted anchorage, sheltered from all winds, can be taken by vessels with local knowledge, in 14.6 to 20.1m, off the N side of Anuta Island (Yanuta Island).

A small wharf, suitable for light-draft vessels, is at Oneiba (Oniba), N of the NE end of Anuta Island.

Hada Bay (10˚15'S., 161˚16'E.), at about mid-point of the E end of San Cristobal Island, affords anchorage, in 18.3m, sand and mud, off the steep gravel beach at its head.

Islands North of San Cristobal Island

7.11 **Uki Ni Masi Island**(10˚15'S., 161˚44'E.), 204m high, is separated from the NE coast of San Cristobal Island by a 4.5 mile wide channel. Except for Selwyn Bay, the island is fringed by a reef extending from 0.1 to 0.5 mile offshore. There are several villages on the island and a settlement on Selwyn Bay. A mission school is situated on the S shore of the bay.

Anchorage.—Selwyn Bay, on the W side of the island, affords good anchorage, sheltered during the Southeast Trades, in 31m, sand, 0.15 mile SW of the mouth of the N streams discharging into the bay. The shore between the two streams is reported to be fronted at times by a shallow bank, the deposit brought down by those streams. Large vessels should anchor in a depth of not less than 37m.

Anchorage can also be obtained about 0.3 mile offshore, with Ngotongoto Point bearing 329˚ and Pwaunania Point, the SW point of the island, bearing 197˚. This anchorage is safe only in good weather with winds from the N through E to S.

During the Northwest Monsoon, anchorage can be taken in the N part of the bay, E of Ngotongoto Point, in about 37m. The surf on the beach is heavy. This anchorage, open to W and SW winds, is not safe.

Pio Island (Bio Island)(10˚10'S., 161˚41'E.), an uninhabited island, 73m high, is just NW of Uki Ni Masi; it is densely wooded and fringed by a steep-to reef. The channel between Pio Island and Uki Ni Masi Island is clear of dangers except for rips during the Southeast Trades. A shoal, with a depth of 3m, and a bank, with a depth of 18m, are found 1 miles and 2.5 miles NW, respectively, of the NW extremity of Pio Island. A shoal, with a depth of 9m, is located about 2.5 miles NNE of the island.

Tides—Currents.—In the channel between Uki Ni Masi Island and San Cristobal Island a W current is usually experienced during the Southeast Trades. Near the shores on each side the current runs E and W, and their strength is much influenced by the wind. Tide rips are met with off the S point of Uki Ni Masi Island and also near the coast of San Cristobal Island.

7.12 The Three siusters Islands consists of **Aliite Island** (Ahiti Island) (10˚08'S., 161˚55'E.), the N island, 76m high; Malaulalo, the middle island, 70m high; and Malaupaina, the S and largest, 70m high. These densely-wooded and marshy islands are uninhabited, but are occasionally visited by fishermen from San Cristobal Island. The islands, except for the N and E coasts of Aliite Island, are fringed by a reef extending 0.25 to 0.5 mile offshore.

Oriana Ledge, NE of Aliite Island, has not been closely examined and should be avoided.

Mosquito Anchorage, on the W side of Malaupaina Island, is a small indentation fronted by a detached reef which dries at half tide. There is a narrow and clear channel at either end of the detached reef, the S and broader being 0.15 mile wide. Anchorage by small vessels with local knowledge may be taken, in 38m, about midway between the detached reef and the entrance of the lagoon.

The tidal currents setting N and S off the entrances of the channels are felt at springs.

Lark Shoal, about 9 miles NNE of Aliite Island, has a least depth of 9.1m. The tidal currents in the vicinity of this shoal run strongly, forming rips. A 11m shoal lies about 4 miles N of Lark Shoal, about midway between it and Ulawa Island.

Ulawa Island (9˚45'S., 161˚57'E.) is 366m high near the N end and is steep-to. A good lee with smooth water may be obtained on the W side of the island during the Southeast Trades; temporary anchorage can be taken off the entrance to Suumoli Harbor, on the N side of the island.

Tides—Currents.—An E set at a rate of about 0.5 knot has been observed about 8 miles N of Ulawa Island.

Anchorage.—Suu Talahia Anchorage, abreast a small stream on the W side of the island, affords anchorage, in 9.1 to 29m. Madoa, the principal village, is 0.5 mile N of the small strea, and is a mission station.

Caution.—Caution is advised when approaching the harbor as depths shoal rapidly. The harbor itself is suitable only for small craft. Two 14.6m shoals off the SE coast were not seen in 1982, but have not been disproved.

Malaita Island

7.13 **Cape Zelee** (Nialahau) (9˚44'S., 161˚34'E.), the SE extremity of Maramasike, is low, sloping, and steep-to. There is usually a rip off the cape. A white beach extends for a short distance N from Cape Zelee, and there is another about 2.5 miles beyond, where the village of Saa and a mission station are situated. This part of the coast appears to be clear of offlying dangers.

The coast of Malaita Island, a mountainous and thickly-wooded island, is in places low and bordered by mangroves; in

others it consists of dark coral, about 1m high, wooded to the edge of the water. The land rises gradually from the coast to the mountains in the middle of the island, which vary in height from 183 to 1,219m. About midway between the ends of the island is Mount Kolovrat, 1,303m high.

Maramasike, an island E of the SE end of Malaita Island, is separated from it by a narrow channel running in a N and S direction.

Caution.—The relative positions of the NE and SW coasts of Malaita Island, and also of the mountains within both coasts, are inaccurately charted. Care must be taken when approaching the coasts not to place undue reliance upon the charted positions of the mountains.

7.14 Mabo Harbor (9˚36'S., 161˚32'E.), entered about 6.8 miles N of Cape Zelee, is open to the E. This circular harbor has a reef extending 183m S from the N entrance point, and 137m N from the S entrance point.

Anchorage.—Good anchorage may be taken by small vessels, in 9.1 to 12.8m, in the middle of the harbor.

Port Adam (9˚32'S., 161˚33'E.) is formed between the E coast of Maramasike and the Greenwich Islands, consisting of two low swampy islands, Fanelei Island (Halelei Island) and Malau Island (Mary Island), lying parallel to the coast. Both islands are covered with coconut palms and are easily distinguished from seaward, although Fanelei Island is only about 1m high. At the S end of each island is a village.

There are depths of 7.3 to 35m in this port, but its shores are irregular, and it is encumbered by projecting points, reefs, and islets. Walande Island lies near the coast about 1 mile WNW of Malau Island. Dead trees standing above water, mark the position of this sunken island.

There are three entrances to this port, and when a strong sea breeze and an ebb tide coincide there are heavy overfalls, having the appearance of breakers from seaward. The S entrance, between the coast and the S point of Fanelei Island, is about 0.4 mile wide, but the navigable portion is reduced to about half that width by projecting reefs. A heavy sea occurs in this channel during the Southeast Trades.

Safe channel, the middle entrance, and the unnamed entrance N of Malau Island, are much wider, but the latter has some detached patches in it, which are, however, easily seen from aloft.

There is good anchorage within Malau Island, in 33 to 40m, and also within Fanelei Island, in 24 to 28m.

Shoals extend up to 3 miles NW of Malau Island.

The coast NW of Port Adam to the N end of Maramasike is little known. Auru Rock (Aulu Island), a small islet, lies close offshore, about 4.5 miles NW of Walande Island.

Maramasike Passage (North Entrance) (9˚16'S., 161˚16'E.) is encumbered with several rocks and shoals. The passage is suitable only for light draft vessels; depths of less than 3.6m are in the narrows in the middle of the passage.

Anchorage.—Anchorage can be taken in **Takataka Bay** (9˚14'S., 161˚15'E.), in 18.3 to 28m, S of the village on the NE shore of the bay. The head of the bay is shoal.

7.15 Manawai Harbor (9˚04'S., 161˚08'E.) is small but protected, with mountain ranges extending to both entrance points. The entrance is only 0.3 mile wide but is deep. Anchorage can be taken, in 18.3 to 37m, NW or SE of a 2.7m reef about 0.8 mile SE of the village at the head of the bay.

Aio Island is a low and wooded island, about 3 miles N of the entrance of Manawai Harbor; the N end of the island is about 0.5 mile offshore. The reef on which the island lies extends about 0.8 mile NW and 0.5 mile SE of the extremities of the island.

Aio Harbor is a lagoon formed on the W side of the island between the fringing reefs. It affords anchorage in its center, in 29m, mud, but the entrance is very narrow as the reef on the N side extends about halfway across. A 3.8m shoal is close NW of the SE entrance point. The harbor should not be approached without local knowledge.

Anchorage.—Anchorage can be taken in **Olomburi Bay** (Double Bay) (8˚58'S., 161˚04'E.), in 37m, about 0.3 mile off the S shore, in 51m, about 0.3 mile W of the N end of the reef at the entrance, and, in 44m, inside Panchingi Point.

There is a small jetty for vessels drawing up to 3.6m in **Sinarango Harbor** (8˚53'S., 161˚01'E.), about 8 miles NW of Olumbari Bay.

Anchorage, in 28 to 41m, is available with local knowledge in Sinalaka Bay.

Kingfish Shoal and an unnamed 9.1m shoal are close NE of the entrance to Sinalaka Bay. The depth over Kingfish Shoal was estimated to be 5 to 7m in 1982, and was reported to extend 2 miles further NW than charted.

Uru Island Anchorage affords anchorage 0.1 mile S of Uru Island, in 12.8 to 32m. The chart should be used with caution, however, because a partial survey in 1971 showed extensive shoreline and depth changes.

7.16 Cape Arsacides (8˚39'S., 161˚00'E.) is low. but gradually rises to 610m about 8 miles to the NW.

Anchorage.—Anchorage with local knowledge may be obtained during the Northwest Monsoon, in 18.3 to 22m, off Fakanakafo, about 3.5 miles SW of Cape Arsacides.

The coast NW of Cape Arsacides to Urasi Cove is fringed by a reef extending as far seaward as 1 mile.

Manaoba Island, marked by a light, is a low, wooded island, surrounded by reefs, and is close off the NE coast of Malaitao.

The island is fringed by a coral reef and forms the N side of Lau Lagoon. The narrow N entrance to the lagoon is deep and marked by beacons, and may be used by small vessels with local knowledge. The S entrance is only navigable by boats. There are two mission stations on the S side of the lagoon on the NE end of Malaita Island.

Tides—Currents.—Currents off the NE side of Malaita Island set SE and NW at an estimated rate of 3 knots.

Anchorage.—Anchorage may be obtained by vessels with local knowledge off the NW end of Manaoba Island, in 74m, excellent holding ground.

7.17 Suaba Bay (Suafa Bay) (8˚20'S., 160˚40'E.) affords anchorage, in 29m, about 0.6 mile from the middle of the head of the bay.

Ndai Island (7˚54'S., 160˚37'E.) is covered with trees from 46 to 52m high. A fringing reef surrounds the island and extends about 1 mile off the NE point, being quite narrow elsewhere. There are apparently no off-lying dangers and depths of 183m were obtained 1 mile offshore.

Anchorage.—The only sheltered anchorage is near the SW end, where a bay 0.5 mile wide indents the coast. A sunken reef extends across the entrance of this bay, but there is a deep passage about 0.1 mile wide near the SW entrance of the bay. Inside the reef the depths are from 5.5 to 10.9m, sand and coral; outside, the depths deepen sharply to 92m. The bay affords excellent shelter for a small vessel during the Southeast Trades. A village is situated on the shore of the NE part of the bay.

It was reported that excellent anchorage for large vessels can be taken along the NW coast of Ndai Island, opposite a conspicuous small cove, in 33m, good holding ground. Several charted shoals with depths of as little as 14.6m are between Ndai Island and the N end of Malaita Island.

7.18 **Suulaha Cove** (9˚41'S., 161˚31'E.) is entered about 3.5 miles NW of Cape Zelee and affords anchorage, in 9 to 28m. High trees line the shores of the cove, and a village stands on the N side of the mouth of a stream discharging into the head of the cove. A shoal depth of 9.1m lies nearly 1 mile S of the SE entrance point of the cove.

Suupeine Bay, at the head of the bay NW of Suulaha Cove, is said to afford anchorage, in 9.1m, but it is somewhat open to the trade winds.

Cape Hartig, about 6.3 miles WNW of Cape Zelee, is recognized by its white beach, and stretching S from it is foul ground.

Ariel Harbor (Teriari Harbor), a confined anchorage entered from the NW, is fronted on its SW side by a reef which extends 0.5 mile NW and parallel to the coast. Two low, wooded islets are on this reef, and close NW of the N islet is a conspicuous boulder, also on the reef. There are depths of 12.8 to 16.5m in the harbor.

Maramasike Passage (South Entrance) is marked by two white beaches on the Malaita shore, known as Port Bougard.

This passage should be used only by vessels of light draft, due to depths of 3.7m, in places, near the center of the passage. The channel through the passage was reported (1963) to have shoaled and altered position.

A chain of islands close off the coast of Malaita extends about 16 miles NW from Uhu, an island about 8 miles NW of the S entrance of Maramasike Passage. The shores of these islands are uniform, low, wooded to the water's edge, and all faced with a fringing reef. There are villages on the mainland abreast the narrow passages between the islands.

The entrance of Wairokai Bay, SE of the NW island of the chain, is 0.3 mile wide and deep. At the head of Wairokai Bay, a stream discharges, off which there is good anchorage, in 14 to 27m, about 0.1 mile offshore.

Royalis Harbor (Waisisi Harbor)(9˚18'S., 161˚05'E.), about 3.5 miles NW of Wairokai Bay, is nearly landlocked and affords good anchorage, in 33 to 36m, mud. The entrance of the harbor is 230m wide between the fringing reefs on either side, and has depths of 38 to 47m.

7.19 **Suu Harbor** (9˚10'S., 160˚55'E.), protected from the Northwest Monsoon, has depths over 92m in the entrance, which is apparently free from dangers, while the inner part of the harbor is shoal. Vessels with local knowledge can take anchorage, in 36m, on the N side of the harbor.

7.20 To approach Suu Harbor, bring a prominent gap in the mountains to bear 047˚. This course will lead into the harbor.

Bina Harbor (8˚55'S., 160˚45'E.), about 18 miles NW of Suu Harbor, is fronted with several wooded islands fringed with coral ledges.

There are two deep and clear entrances to the harbor; one is S of Abuabua Island (Amboambua Island), between that island and Taaluli Island(Taluli Island), while the other is N of Abuabua Island, between that island and Baali Island (Bali Island).

Bina Island (8˚55.8'S., 160˚45.4'E.), E of Abuabua Island, is about 40m high and has several detached shoals extending SW from it.

Vessels wishing to anchor S of Bina Island should enter the passage between Abuabua Island and Taaluli Island, steering about 070˚ and anchoring as convenient.

There is a break in the chain of mountains near Alite harbor, but to the NW the range rises again to about 610m. This peculiarity, together with the high irregular land to the SE and the low land between, forms a good mark for this part of the coast.

Anchorage.—Anchorage is available with local knowledge in **Alite Harbor** (8˚53'S., 160˚44'E.), just N of Bina Harbor, and in **Langa Langa Harbor** (8˚52'S., 160˚46'E.), farther N and separated from Alite Harbor by a peninsula.

Caution.—Alite Reef (8˚53'S., 160˚37'E.), centered about 7 miles E of Malaita Island, dries in places, and is not always visible, especially in calm weather and near dawn and dusk; it is marked near its SE end by a light.

7.21 **Auki Harbor** (8˚43'S., 160˚42'E.) (World Port Index No. 57090) is entered between a detached reef, which dries 0.9m, and extends nearly parallel with the coast, and Entrance Point, about 0.2 mile N of the N end of the detached reef. Auki Harbor is the headquarters of the District Commissioner for the Malaita District.

Depths—Limitations.—The entrance between the reefs on either side is about 245m wide, but the navigable channel is reduced to about 0.1 mile by off-lying patches. The depths in the entrance are 19.2m to 37m.

A settlement on the NE side of the harbor offers two piers, the N of which is the main berthing facility. The pier is about 37m in length, with alongside depths of 3 to 4m. The pier is connected to the shore by a causeway 114m in length.

A light, and range lights in line bearing about 054˚, mark the harbor; the range may be difficult to locate in the low morning sun.

Anchorage.—Anchorage may be taken, in about 24m, coral sand, poor holding ground, in the center of the harbor.

7.22 Between Auki Harbor and Cape Ritters, about 10.5 miles NNW are **Fiu Bay** (8˚43'S., 160˚41'E.) and **Koa Bay** (8˚38'S., 160˚39'E.), which afford good anchorage during the Southeast Trades. Vessels not familiar with this area should approach this coast with caution and under favorable light because uncharted dangers probably exist.

Coleridge Bay (8˚33'S., 160˚42'E.) has densely-wooded shores, with trees about 31m high on its S side and a sandy beach on the E shore.

There is a mission hospital and a leper colony at Coleridge Bay.

Anchorage.—Anchorage, sheltered from the Southeast Trades, is available, in 18.3 to 27m, 0.35 mile W of the mouth of a river, at the SE head of the bay. The depths apparently decrease gradually toward the shore within the anchorage.

Bitama Harbor (8˚24'S., 160˚35'E.), protected from W by a narrow peninsula, is located 12 miles N of Coleridge Bay. A spit, with depths of less than 3m, extends less than 0.1 mile NW from the N point of the peninsula; depths of less than 10.1m extend 0.2 mile farther NW. The entrance to the harbor is 0.15 mile wide, with depths over 29m. A light is shown from a tower on the N end of the peninsula. The village of Bitama is situated on the E shore, near the head of the harbor. There is a small jetty at the village for vessels with a draft of up to 3m and a length of up to 37m.

Cape Astrolabe (8˚20'S., 160˚34'E.) is the NW extremity of Malaita. The mainland is high and evenly rounded, with a steeper shore than that to the S of Coleridge Bay. The lower slopes are partly cultivated. Mbatakana Islet (Basakana Islet), close N of Cape Astrolabe and separated from it by a deep channel, is thickly wooded, 49m high to the tops of the trees.

7.23 Indispensable Strait is between the W coast of Malaita on the E and Guadalcanal Island, Nggela Sule (Sula) (Florida Island), and Santa Isabel Isabel on the W. It is apparently deep throughout to within a few miles of the shore on either side. Alite Reef, which has been discussed previously in paragraph 7.19, appears to be the only principal off-lying danger, although reefs extend about 10 miles SE from the SE end of Nggela Sule and parallel the fairway of the strait.

Winds—Weather.—The weather in Indispensable Strait at the season of the Southeast Trades is uncertain. Heavy squalls of wind and rain frequently pass over, with intense darkness at night, and the wind frequently shifts several points.

Tides—Currents.—The water is generally smooth, and a W set may be expected. Extensive tide rips occur at various stages of the tide throughout the N part of Indispensable Strait; they bear no relation to the depth of water.

Caution.—Surveys have indicated numerous changes to the hydrography, topography, and the aids to navigation in and around Indispensable Strait. Vessels are urged to exercise caution.

Ramos Island (8˚15'S., 160˚11'E.) is in the N entrance of Indispensable Strait, about 23 miles WSW of Cape Astrolabe. From a distance the island appears as two islands, the highest part being to the W. The island and the two islets, Dick and Bird, lying within 2 miles NW of it, are densely wooded.

An extensive bank with depths of 9 to 18m and many shallower spots extend about 13 miles E and more than 27 miles W, respectively, from Ramos Island. The bank varies in width from 5 miles at its E end to 15 miles at its W end.

Depths—Limitations.—A channel through the above extensive bank is indicated by dashed lines on the chart. The channel has been wire dragged to 9.1m, except for one spot about 9.5 miles NNW of Ramos Island. It is reported that less depths than charted may exist outside the wire dragged area.

Guadalcanal Island

7.24 Guadalcanal Island has an irregular chain of mountains extending from the SE to NW extremities of the island. From the E end of the island, lofty irregular mountain masses, covered with dense forests and which are frequently enveloped in clouds, gradually increase in height to a 1,935m summit, about 21 miles W of Malapa. Mount Vatupochau (Mount Vatupuchau), about 7 miles further NW and separated from the N coast by an extensive plain, is 1,428m high; it is wedge-shaped, slopes W, and has a double summit.

On the S side of the island the mountain slopes are only separated from the shore by a narrow fringe of low land, but on the N side a low, undulating tract descends gradually to the coast, and here several streams flow into the sea. A dark forest growth covers the elevated E part of the island, and in the W half there is an extensive prairie district covered with high grass and dotted here and there with patches of forest.

Mount Popomanaseu (Mount Popomanasiu), near the center of the S coast, is 2,440m high. The Kavo Range, a few miles N and NW of Mount Popomanaseu, and on the N side of the Itina River valley, is from 2,134 to 2,286m high.

Mount Tatuve (Lions Head), 1,994m high, is a broad-topped, steep-sided mountain standing out from the main chain in the central part of the island, about 8 miles E of Mount Popomanaseu.

Caution.—Recent volcanic activity may have altered coastal features and depths in the vicinity of Guadalcanal Island, especially near the S coast and in Marau Sound. Caution should be exercised in this area, particularly in the vicinity of offshore reefs.

7.25 Along the N side of Guadalcanal Island, the 200m curve lies from 0.25 mile to 6 miles offshore; along the S side depths of 366m lie as close as 3 miles offshore.

Nudha Island (Nura Island)(9˚31'S., 160˚48'E.), on a reef about 10 miles off the NE coast of Guadalcanal Island at the SW end of Indispensable Strait, is nearly 0.8 mile long and is covered with thick brush and trees, 46m high. The center of the island is below HW level and is probably flooded during the Northwest Monsoon. The reef in places extends nearly 0.5 mile offshore, and dries 0.6 to 0.9m, with boulders on the outer edge.

Anchorage.—Good shelter was obtained by a vessel, in 55m, sand and coral, NW of the S extremity of the island, and about 0.2 mile from the shore reef; the wind was fresh to strong from the SE.

Caution.—Strong tide rips are reported to occur at times to the S of Nudha.

7.26 The **Rua Sura Islands** (9˚30'S., 160˚37'E.), three in number, lie about 3 miles off the NE coast of Guadalcanal Island and are about 2.25 miles long. Rua Sura, the center and largest island of the group, is fringed by a reef, which dries 0.3 to 0.6m, on its N and NE sides. At the E end of the island, the shore reef encloses a lagoon with a narrow entrance. The S part of this lagoon has depths of 7.5 to 14.6m and forms an excellent boat harbor at all times. There is a coconut plantation on the island, with scattered trees from 30 to 37m high.

Sura Kiki (Rua Kiki), the E island, is densely wooded and about 43m high to the tops of the trees. A ridge, with a depth of 3m at its outer end, extends about 0.3 mile ENE from the island, which is fringed by a reef.

Papari Island (Rua Suli), the W island, is fringed by a reef and is merely a narrow strip of reef just above HW, with trees 18 to 24m high.

North-East Reef, about 2.3 miles long, fronts the NE side of the Rua Sura Islands and dries in patches at its NW end. It has general depths of less than 1.8m and is separated from the N side of Rua Sura by a deep passage 0.2 to 0.4 mile wide with irregular depths. The SE end of this passage is almost closed by a least depth of 5.2m. North-East Reef is steep-to on its seaward side; detached patches lie off its NW end.

North-West Reef, about 0.8 mile NW of Papari Island and marked by a light, is 0.3 to 0.4 mile long and steep-to on all sides. Near its center is a boulder which dries 0.9m at LW, and 0.2 mile off its E edge is a small rocky 10.9m patch.

Lark Reef and Mid Reefs dry at LW and have above-water boulders.

Tides—Currents.—Guadalcanal Island tides are semi-diurnal, with diurnal tides occurring a few days during the month.

Tidal currents set to the W and E following the coastlines of Guadalcanal Island and the Florida Islands, and attain a velocity of 2 knots at springs. During the Southeast Monsoon, the currents are irregular. Shoals and irregularities on the bottom between Guadalcana Islandl and the Florida Islands cause strong tide rips.

Anchorage.—During the Southeast Trades, anchorage can be taken, in 22m, sand and coral, between the W end of Mid Reefs and the coastal reef off the N side of Rua Sura, but the swinging room is limited to 110m and off-lying patches of reef exist nearly 0.1 mile from the coastal reef.

Anchorage can also be taken during the Southeast Trades, in 55m, sand and coral, about 0.3 mile NE of the W end of Papari Island.

7.27 Marau Sound, at the E end of Guadalcanal Island, is the area enclosed by the numerous islands and coral reefs, with many deep passages between them, fronting the E end of Guadalcanal Island. The hills and valleys of Guadalcanal Island, as well as the islands in the sound, are all densely wooded with high dark trees common to these islands. **Marau Peak** (9˚51'S., 160˚47'E.), on the mainland W of the sound, is 702m high.

Caution.—Volcanic activity may have caused movement of the reefs and seabed in the Marau Sound area.

Extending off the islands and the mainland are barrier reefs, which lie in a somewhat even curve and form an excellent natural breakwater. The flat coral islands scattered over the SE part of Marau Sound, and those lying off the NW part are much alike, with a flat sandy base and a thick covering of high trees.

Taunu Shoal, which has a least depth of 3.6m and upon which the sea breaks at times, lies 0.75 mile E of the barrier reef, about 3.3 miles ESE of the SE extremity of Marapa. A 9.1m patch lies about 1.8 miles N of Taunu Shoal.

Marapa Island (Malapa Island) (9˚48'S., 160˚52'E.), the largest island in Marau Sound, has a ridge extending along the length of the island. This ridge rises to an elevation of 201m in a rounded summit at its N end, and is a good mark for a vessel approaching the sound from the NW.

There are several passages between the detached reefs leading into the sound, the two principal ones being South-East Entrance and North-East Entrance. The direct channel connecting these two entrances is practically clear of dangers, except at the S end, although very narrow in places.

Other channels within the sound are Runcie Pass, leading NE from South-East Entrance, Woodhouse Passage, Avoca Channel, Cormorant Entrance, and several others.

South-East Entrance, between the reef extending E from a point about 0.5 mile SSW of **Graham Point** (9˚51'S., 160˚50'E.), the E extremity of Guadalcanal Island, and the reef on which **Rauhi Island** (Entrance Island)(9˚52'S., 160˚53'E.) lies, is almost 0.8 miles wide and clear of dangers, except for Emerald Rocks, lying about 1 mile within the entrance. These rocks, lying about 1 mile ESE of Graham Point, consist of two patches with a least depth of 3.2m. Unless these rocks are properly marked, no vessel without local knowledge should attempt the South-East Entrance, except with the sun in a favorable position.

Range lights, in line bearing 006.5˚, mark the entrance.

North-East Entrance is about 0.8 mile wide between Beaver Shoals, 0.6 mile NE of Maruiapa Island, and the barrier reef lying about 0.8 mile N of Marapa Island. The sea sometimes breaks on Beaver Shoals, but the other reefs show well. Between the entrance and Harbor Reef, off the entrance of Danae Bay, the outstanding danger is the reef on which the Wilson Islands lie, but in the entrance itself there is a small rocky patch with a least depth of 16.5m, nearly in mid-channel, and about 0.3 mile ESE of Beaver Shoals.

Range lights for North-East Entrance are shown from the reef W of Keura Island. The lights in line bear 203˚.

Passage can be made through Marau Sound by entering North East Entrance, then pass W of the Wilson Islands and their surrounding reefs, then pass between Wahere Island (Komancho Island) and **Tawaihi Island** (9˚50.0'S., 160˚50.5'E.), then pass between **Maraunibina Island** (9˚50.7'S., 160˚50.3'E.) and **Emerald Rocks** (9˚51.1'S., 160˚51.0'E.), taking care to clear their surrounding reefs. Vessels then leave by way of South East Entrance. Passage from S to N is by the reverse route.

7.28 **Cormorant Entrance** (9˚49'S., 160˚54'E.) leads into Marau Sound from the E. Passage can be made through to a junction with the passage between North-East Entrance and South-East Entrance, mentioned above in paragraph 7.26, via **Woodhouse Passage** (9˚50'S., 160˚52'E.), which is S of Marapa Island.

Tides—Currents.—The tidal currents in Marau Sound are strong and irregular, depending on the season of the year. The currents run through the deep passages with a velocity of 1 to 4 knots, sometimes retaining the same direction for several days.

Local traders state that the water is generally higher during the Northwest Monsoon, consequently the reefs are more difficult to see at this season.

Directions.—Vessels approaching Marau Sound from the SE, find Marau Peak, previously discussed in paragraph 7.26, a good mark, and as the sound is neared the high ridge of Marapa

Island will be made out. The small islands begin to appear at a distance of 12 miles, and at 3 miles from the entrance the barrier reef and Pigeon Peak on Tawaihi Island should be distinguished.

The E end of Tawaihi Island, bearing 352˚, just open W of **Cimiruka Island** (9˚50'S., 160˚51'E.), leads through the entrance, which can easily be made out, as the barrier reef shows plainly. The range lights, in line, also lead through South-East Entrance. A vessel can pass on either side of Emerald Rocks, but the passage to the W of them, and then E of Maraunibina Islet and its reef, is to be preferred. Keep in mid-channel between Maraunibina Islet and Tawaihi Island, and if bound for Danae Bay, round Jetty Point at 0.1 mile distant.

To enter Marau Sound by North-East Entrance, bring Pigeon Peak in line bearing 186˚ with the E extremity of the S of the Wilson Islands. This course leads close E of the 16.5m patch ESE of Beaver Shoals. The range lights, in line bearing 203˚, also lead through North-East Entrance. When the NE ends of Marapa Island and East Islet are in line bearing about 126˚, a vessel will have passed Beaver Shoals; then steer for Harbor Hill on Wahere, bearing 211˚, until abreast Renard Bay. Then alter course to pass 0.1 mile W of the NW end of Tawaihi Island.

7.29 The N coast of Guadalcanal Island between **Point Mair** (9˚46'S., 160˚48'E.) and Vata Eo Point (Vate-O Point), about 7 miles to the W, is generally steep-to and has high trees close to the water line, except at the E end where there is a narrow belt of mangroves. Three islets front the coast N of Point Mair, 0.3 to 0.4 mile offshore; they are covered with coconut palms and lie on coral reefs, which are steep-to. Arona Island (North Island) is 38m high; Symons Island is 35m high; and Pari Island is 32m high.

A small cove at Poposa (Korai), about 4 miles NW of Point Mair, affords anchorage for small vessels with local knowledge.

Kaoka Bay (Kau Kau Bay), entered between Vata Eo Point and a point 4.5 miles NW, has several rivers emptying into it on its S side, but these mouths are obstructed by sand, except after heavy rains. There is also considerable coconut cultivation on the S side of the bay. The bay is deep, but anchorage can be taken, in 49m, mud, about 0.2 mile offshore abreast a trader's house on the SE side of the bay.

Talutoo Island (Talatoa Island), a low islet on a coral reef, is about 0.3 mile offshore about 7.8 miles NW of Vata Eo Point. The reef is steep-to and there is a conspicuous banyan tree, about 40m high, near the center of the islet.

A former lighthouse, 18.3m high, and a tower close E about 12.2m high, stand on Talutoo Island.

Pope Rock, with a depth of 2.7m, is about 0.5 mile SE of Talutoo Island. It is steep-to and usually marked by discolored water. A submerged rock is close N.

The coast, between Talutoo Island and Tambusu Point, has many streams and small villages. Rere Point, about 2 miles NW of Talutoo Island, is fringed by a narrow reef and has a plantation on its W side. Good shelter may be found during the Southeast Monsoon about 0.3 mile W of Rere Point, in 37m. Anchorage can also be taken during the Northwest Monsoon E of the point and inside a reef of sunken rocks; this reef extends ESE from the point and affords protection from the W swell. The anchorages on either side of Rere Point, depending on the season, are reported to be large enough for vessels up to 152m long. A light is shown on Rere Point and is partly obscured by trees.

The coast from Tambusu Point to the SE entrance of Aola Bay is sandy, with high trees reaching nearly to the HW line. The Susu River and the Kombito River discharge along this coast.

7.30 **Aola Bay** (9˚32'S., 160˚30'E.) (World Port Index No. 57130) can be identified from a distance by a small white sandy beach on Mbara Island, a small islet at the E end of the bay, because the other beaches in the vicinity are of black sand. On the shores of the bay are several villages and a coconut plantation. The Aola River, discharging in the NW part of the bay, is blocked by a 0.9m bar. The principal export is logs.

Mbara Island (Bara Island), in the E part of the bay, lies on a reef on which there are some boulders. The islet, 38m high, is overgrown with trees and scrub, and is separated from the coastal reef of the main island by a channel 0.2 mile wide with depths of 11m to 12.8m in the fairway. A 3.7m shoal is about 0.2 mile NW of the islet.

The Needles, about 1 mile WNW of Mbara and close off the mouth of the Aola River, is a reef which dries 0.9m.

Pilotage.—Pilotage for the bay is available. Vessels should contact the local authorities on pilotage as information on this port is scanty. It has been reported that the local authorities may be contacted via radiotelephone.

Anchorage.—Vessels up to 130m in length, with a maximum draft of 9.1m, anchor parallel to the shore to load timber. A small pier is available, but no details on it are presently available.

Aola Bay affords anchorage, except during N winds, in depths decreasing gradually from 33m to 5.5m, mud. During the Southeast Trades, sheltered anchorage can be taken, in 18.3m, mud, W of Mbara Island and E of it during the Northwest Monsoon.

Aola Bay and Marau Sound afford the only convenient anchorage on this part of the coast. There are several places where temporary anchorage may be found, but the coast is usually so steep-to that a vessel has to stand very close in to get within the 37m curve.

7.31 Between Hall Point and the two mouths of the Nggurambusu River (Gurabusu River), the coastal bank, with depths of less than 5.5m, extends about 0.3 mile offshore. Hall Point is fringed by reefs which dry 0.3m, and the two mouths of the Nggurambusu River are obstructed by bars which are constantly shifting

Vulelua Island (Neal Islet) lies on a reef about 0.8 mile N of Hall Point and 0.4 mile offshore. It is planted with coconut palms; near its center is a conspicuous banyan tree.

Weldon Reef, 0.25 mile N of Vulelua Island, dries 0.3m.

Thrower Reef, with a depth of 3.7m, lies 0.75 mile NE of Vulelua Island.

Moresby Shoals, two rocky heads with a depth of 2.3m and 5.5m, are 1.25 miles NNE of Vulelua Island. Fairway Rock, with a depth of 0.9m, is about 0.8 mile ESE of the island.

Table of Contents

All of these dangers appear to be separated by deep channels. The last three mentioned do not break during the SE trade.

Anchorage can be taken during the Southeast Trades by small vessels, in 11m, close off the W side of Vulelua Island. In good weather, small vessels can anchor about 0.1 mile SE of the island.

Small vessels can pass either inside or outside of Vulelua Island, in either case keeping close to that islet and Weldon Reef.

Caution.—Soundings give no warning of approach to these dangers, and they are not always marked by discolored water, because the silt from the Nggurambusu River and other streams, after rains, causes the sea in this area to become a uniform mud color.

7.32 Between Nggura Point (Gura Point) and Taivu Point (Taivo Point), about 7 miles NW, then to Lungga,Point (Lunga,Point), about 10 miles farther W, the coast is a narrow, sandy beach backed by trees, about 37m high. Along this stretch there are occasional large coconut plantations and several small streams. An undulating plain extends from 4 to 7 miles from the coast to the foot of the mountains. Numerous traders' houses and stores are situated on the coast, and there are a few small villages.

The coast between Nggura Point and a position about 7 miles W of Taivu Point should not be approached within 1 to 2 miles; many patches of discolored water and rips have been seen.

During the rainy season, the streams along this part of the coast discolor the water, causing it to have the appearance of shoals in places. During the Southeast Monsoon, anchorage can be found off any part of this coast outside the 20m curve, which is 0.2 mile to 0.5 mile offshore. The bottom is mud and sand.

Tenaru, with a coconut plantation and a small native hospital with a conspicuous red cross painted on the roof, is situated about 3.5 miles SW of Koli Point. There is a small wooden pier at Tenaru, but landing is often hampered by the swell.

Taivu Point is marked by a light. Several beacons are along the coast between Taivu Point and Beaande Point but they have been reported to be either missing or obscured by foliage.

Lengo Channel (see paragraph 7.42) , Sealark Channel (see paragraph 7.41), and Nggela Channel (see paragraph 7.41) are the three passages between Guadalcanal Island and the Florida Islands.

7.33 **Lungga Point** (Lunga Point) (9˚24'S., 160˚02'E.) is a rounded headland at the mouth of the Lungga (Lunga) River. The settlement of Lungga (Lunga) is about 1.3 miles SE of the point, which has trees about 46m high. A light is shown from the point and an aeronautical beacon is about 1.5 miles to the SSE.

Aspect.—The coast of Lungga Roads consists of a steeply shelving black sand beach, with coconut plantations behind it, for about 2 miles SW of Lungga Point, then it becomes rocky, with a narrow fringing coral reef for 1.25 miles. A college, at an elevation of 30m, about 0.5 mile inland from the sandy beach, is conspicuous from the NW. A factory and the adjacent farm buildings, near the coast close W of the sandy beach, are also conspicuous from seaward.

Anchorage.—Anchorage can be taken, in 7.3m, about 0.5 mile off the settlement.

Lungga Roads (Lunga Roads), lying between Lungga Point and Point Cruz, affords shelter during SE winds, in 36m, about 0.4 mile offshore. The bottom is principally sand.

Caution.—Two dangerous wrecks lie about 0.5 mile and 1 mile from shore off the settlement at Lungga.

Honiara (9˚25'S., 159˚57'E.)

World Port Index No. 57120

7.34 Honiara is the capital of the Solomon Islands and is the largest urban center in the islands. Copra, frozen and canned fish, timber, palm oil, marine shell, cocoa, and tobacco are exported. Food, fuel, and general cargo are imported. Honiara is a port of entry.

Winds—Weather.—The cyclone season is from December to April, with winds generally varying between N and W up to force 5 during this period. From April to November, winds are from the NE.

Depths—Limitations.—The harbor approaches are clear of dangers except for Pelope Shoal, with a charted depth of 9m, and a 16.2m foul patch charted 0.1 mile W of it.

A deep-water wharf, 115m in length, lies on the SE side of Point Cruz. The draft of ships berthing here is restricted to 9.2m, due to the presence of Pelope Shoal, and the foul ground mentioned above. A small wharf extends from the W end of the deep-water wharf, offering alongside depths of 3.4 to 5.4m and a length of 85m. Several small craft piers extend from the slope fronting Honiara, offering alongside depths of 2.4 to 4.8m. A barge ramp, 6m wide with a depth of 1m, can also be found. An offshore, multi-point mooring petroleum berth is situated about 0.2 mile SE of the deep-water wharf. Vessels drawing up to 12m and 200m in length utilize the berth, securing on a NE heading with both anchors down.

Aspect.—Along with the factory and college mentioned for Lungga Point, conspicuous tanks are situated 0.1 mile SW of Point Cruz, and a green water tank stands 1 mile SSE of the same point.

Point Cruz, originally a low tongue of coral, has been built up considerably. Reclamation has taken place on both sides of the tongue, which is fringed by reef on all sides. Honiara lies on both sides of the point.

Pilotage.—Pilotage for the port is compulsory for vessels over 200 grt or 40m in length, between 159˚57'E and 159˚59'E, as well as S of 9˚25'S. Vessels should radio their ETA and request for pilotage at least 24 hours in advance; the pilots keep watch on VHF channel 16, 2 hours before the vessel's expected arrival time. The boarding ground is situated 0.75 NE of Point Cruz.

Signals.—Storm signals are displayed from the Marine Office and the Yacht Club. By day, a black triangle, point up, and three white lights in a triangle at night, indicate that cyclonic or gale force winds are expected.

Anchorage.—Anchorage is prohibited in the harbor proper, within an area best seen on the chart.

Courtesy of Brian Taylor

Honiara

Anchorage is available in Lungga Roads, which has already been described in paragraph 7.32. Large vessels can shelter in the lee and deep water off Savo Island. Small craft anchor in a natural basin on the W side of Point Cruz, in depths of 18.2m.

Directions.—A light is shown from Point Cruz. Range lights, in line bearing 234.5°, lead to the main berthing facilities, while lights in line bearing 185.75°, mark the passage from seaward to the small craft anchorage.

Normally, vessels arriving at night anchor, and enter harbor in daylight.

7.35 Between Point Cruz and Cape Esperance, about 18 miles to the NW, there is no safe anchorage for vessels of any size in either monsoon. Temporary anchorage can be taken in good weather several hundred meters offshore at the coconut plantations situated about 4 miles, 11 miles, and 15 miles NW, respectively, of Point Cruz. Vessels call here occasionally to load copra.

Cape Esperance (9°13'S., 159°42'E.), marked by a light, is the N extremity of Guadalcanal Island and has several summits near it. Mount Esperance, 1.5 miles S of the cape, is 662m high. Immediately N of Mount Esperance is Visale Peak, 361m high; this peak is conspicuous from the E and has a prominent triangular landslide scar on its N slope. Mount Roundhead, 585m high and 0.5 mile SE of Mount Esperance, is also conspicuous from the East. Mount Gallego, 1,085m high and about 6 miles SE of Cape Esperance, has an extensive plain at its foot that reaches to the coast.

Between Cape Esperance and **Nuhu Point** (Nughu Point) (9°22'S., 159°35'E.), shoals are as far as 5 miles offshore and vessels should not approach this section of the coast within this distance unless they are bound for Coughlan Harbor, Maravovo, or Lavuro. Good shelter may be obtained on this coast during the Southeast Trades.

7.36 **Coughlan Harbor** (9°16'S., 159°38'E.), about 4.5 miles SW of Cape Esperance, is an open roadstead which affords good shelter during theSoutheast Trades and is partially protected from W winds by Sow Reef and Pig Reef. Small vessels with local knowledge can take anchorage, in 16.5m to 20.1m, sand, S and SE of Sow Reef. The best approach to Coughlan Harbor is from the NW, avoiding the dangers described below, and passing about 0.3 mile off the W end of Sow Reef.

There are numerous villages on the beach between Cape Esperance and Coughlan Harbor, and 1 mile W of the former is Visale, a mission station. During the Southeast Trades, small craft can take anchorage off the mission station.

Maravovo, a mission station, is situated on the high ground close SW of Coughlan Harbor. There is a church, a hospital, and several buildings conspicuous from the NE.

Lavuro Passage (Lavoro Passage) is about 3 miles SW of Maravovo (Marouovo Mission). During the Southeast Trades, anchorage may be taken off a reef with the settlement bearing 090˚, distant 0.75 mile. A road connects the settlement with Honiara.

Between Nuhu Point (Nughu Point)and **Paila Point** (West Cape) (9˚32'S., 159˚35'E.), the W extremity of Guadalcanal Island, the channel off the coast is reported to be deep and clear except for charted dangers which are as far as 5 miles offshore and which should be given a wide berth.

Hat Hill, a remarkable cone 609m high, and another cone 914m high, 3 miles ENE and 8 miles NE, respectively, from Paila Point, are two prominent summits conspicuous when approaching from the S.

An islet on foul ground just W of Paila Point is marked by a light.

7.37 Between Paila Point and **Cape Hunter** (9˚49'S., 159˚49'E.), about 24 miles to the SE, there are some prominent points and corresponding indentations which afford anchorage off this stretch of mountainous coast.

Kopau Harbor, SE of Paila Point, is a circular basin about 0.4 mile wide between the fringing reefs on either side of the entrance. A reef fringes almost the entire shore of the basin, except for a small opening in the E part, where there is a landing place.

Flora Rock (9˚32'S., 159˚36'E.), with a least reported depth of 2.7m, consists of a series of small rocks on a shallow ridge just S of center of the harbor.

Anchorage can be taken in Kopau Harbor, in 14.6 to 18.3m, about 0.1 mile SE of Flora Rock.

Beaufort Bay (9˚36'S., 159˚39'E.) is a large indentation just N of Cape Beaufort, which offers anchorage, in depths of 18.2m.

Wanderer Bay is entered between Serapina Point and Maasambagha Point (Cape Austen).

The Kosughu River (Boyo Creek) discharges into the bay; silting has probably led to depths less than charted. Denham Roadstead, at the head of the bay, affords anchorage, in 11m, about 0.3 mile NW of the mouth of the Kosuhgu River.

Anchorage can be taken, in 37m, sand, 0.5 mile WNW of Vatuvelevele Point (Aowawa Point), but the roadstead should be avoided during onshore winds.

7.38 **Cape Hunter** (9˚49'S., 159˚49'E.) is the W end of a bluff promontory, 481m high. The coast in the vicinity is covered with trees from the shore to the summit of the mountains. Foul ground extends about 0.3 mile from the cape, and at the E end of the promontory is Vatuolo, a rock, 11.2m high.

Hunter Roadstead, on the NW side of Cape Hunter, affords anchorage, in 22m, fine sand, 0.5 mile W of Euro village. The roadstead is unsafe during onshore winds.

The S coast of Guadalcanal Island is sheltered during the Northwest Monsoon, except when the wind backs to the SW.

Lauvi Point (Lauvie Point), about 36 miles E of Cape Hunter, is about 15.2m high, and about 1.5 miles S of Lauvi Point lies Korasahalu Islet (Korasagalu Islet). The islet is covered with bushes and there are some trees up to 15m high; a coral reef surrounds the islet and shoal water extends E and W from it. There is a deep passage between Lauvi Point and the islet. Caution is advised as volcanic activity has been reported in the vicinity. Valena afu Reef, which breaks occasionally, is about 3 miles WSW of Lauvi Point.

Cape Henslow, about 13.5 miles E of Lauvi Point, is a bold point with a fringing reef.

Between the coast and the main mountain range there are several peaks. Mount Vatusuangaghi (Vatuvisa), a sharp peak, 1,602m high, is about 5 miles WSW of Mount Popomanaseu (Popomanasiu). The Itina River discharges close E of Cape Hunter and brings with it large trees which strew the beaches on either side of the entrance. Boulders of coral have been noticed in this vicinity.

7.39 **Savo Island** (9˚08'S., 159˚49'E.), which lies in the passage between the W extremities of Nggela Island and Guadalcanal Island, is a wooded volcanic island with several peaks, the highest of which, nearly in the center, has an elevation of 485m. A narrow, steep-to reef fringes the island, and there is a steep white beach at the N end. Several villages and a mission station are situated on the island. There are coconut groves and some agriculture.

The 200m curve is no more than 0.6 mile offshore and at 1 mile offshore the depths are 550m; the bottom is chiefly composed of small volcanic stones.

Earthquakes are frequent.

Tides—Currents.—The tidal currents along the shores of Savo follow the trend of the coast line, running N and S with a variable strength of 0.5 to 1.5 knots, and are uncertain. Tide rips are formed where the currents meet off the N and S points of the island and these tide rips create an impression of off-lying dangers. In the past, during good settled weather, the N current was found to commence about 1 hour after LW and the S current at about HW by the shore.

Anchorage.—Anchorage can be taken, in 18.3m, about 0.2 mile off a village on the SW side of the island. A rock, with a depth of less than 1.8m, is near the coast N of the village. Anchorage can also be taken, in 18.3 to 37m, about 0.2 mile off a village on the NW side of the island. Some above-water rocks front the beach and there is a white house here. This is locally known as Black Rocks Anchorage.

Iron Bottom Sound is the name assigned to the body of water lying between the Florida Islands and Guadalcanal Island to the W of Sealark Channel.

The Florida Islands (Nggela Group)

7.40 The Florida Islands (Nggela Group) are made up of Nggela Sule (Sula), the largest of these volcanic islands; Mbokonimbeti Island (Olevuga Island); Vatilau;, and several other small islands NW of Nggela Island.

Nggela Sule (Sula) is actually two islands separated by narrow Utuha Passage and is wooded with grassy tracts bare of trees.

The prominent peaks on Nggela Sule are Tanamanu Mountain (Sharp Peak), a conspicuous bare conical hill, 211m high, at the E end of Nggela Sule; Cleverley Hill, 259m high, about 1 mile WNW of Tanamanu Mountain; Dome Mountain,

358m high, about 3 miles W of Tanamanu Island; Mount Perry, 348m high, about 5 miles NW of Dome Mountain; and Mount Pata (Mount Barnett), 416m high, the summit of the island.

Mbokonimbeti Island (Olevuga Island), separated from Nggela Sule by Sandfly Passage, rises to a height of 318m in Mount Panamanauvi (Olevuga), at its S end.

Vatilau Island, NW of Mbokonimbeti Island, has Vatilau Peak, 320m high.

Depths—Limitations.—The SE end of Nggela Sule is separated from Guadalcanal by three deep channels, Lengo Channel, Sealark Channel, and Nggela Channel, all of which run through foul ground.. The Florida Islands are surrounded by the 200m curve, which is parallel with the group and about 3 miles offshore, except in the vicinity of the three channels mentioned above. Dangers within the 200m curve will be discussed later in this sector.

7.41 **Tanatau Rock** (9˚08'S., 160˚25'E.), 12.2m high, is on a low shelving point which forms Tanatau Point, the E end of Nggela Sule. A breaking reef extends 0.2 mile NE from the point.

Hitchcock Shoal, the only known danger in this area outside the 200m curve, is a detached coral patch, with a least depth of 6.4m, about 8.5 miles SE of Tantatu Point.

Matumba Bay (9˚10'S., 160˚22'E.), about 3.8 miles SW of Tanatau Point, affords shelter for small craft with local knowledge during W winds in the N part of the bay, but a heavy swell sets in during strong SE winds. The entrance of the bay is 0.2 mile wide between the reefs fringing the entrance points; the depths at the anchorage are 14.6 to 18.3m.

The Tanaindale Islands (Outside Islands), three in number, are 13.7m, 16.7m, and 27m high, and extend 0.5 mile S from the W entrance to Matumba Bay. The S islet is marked by a light. A tower, about 12.2m high, stands close N of the light.

Mandoleana Island (Mandoliana Isand)(9˚12'S., 160˚17'E.) is about 1 mile offshore. Foul ground extends off the island about 0.2 to 0.4 mile except on the NE side, where it is steep-to.

Edgell Bank, with a depth of 16.4m, and Norfolk Shoal, with a depth of 14.6m, are 1.3 miles S and 1.5 miles WSW, respectively, from Mandoleana Island. Strong tide rips usually mark their positions.

Anchorage.—Anchorage can be taken, in 16.4 to 18.3m, mud, about midway between the N side of Mandoleana Island and the coast. Anchorage can also be taken during the Southeast Trades off the NW point of the island, but this can be uncomfortable because of strong tides setting between the island and the coast.

The coast between a position N of Mandoleana Island and Tapoporu Harbor (Barango Harbor) is indented and foul.

Channels between Guadalcanal Island and the Florida Islands

7.42 Nggela Channel is the fairway immediately S of the E part of the Florida Islands and traverses the Eastern Fields and Western Fields and the open water between them.

The Eastern Fields, E and S of Tanatau Point, are several shoal soundings and well-defined banks; the principal one is Ridge Bank, about 4 miles ESE of Tanatau Point.

The Western Fields are SW of Mandoleana Island. Walker Rocks, on the N edge of the fields, is 2.75 miles SSW of Mandoleana Island.

All of the charted dangers on the Eastern Fields and the Western Fields are marked by tide rips and can usually be distinguished by discoloration.

Nughu Island (Nugu Island), 5.5 miles SE of Mandoleana Island, lies on the S edge ofthe Eastern Fields and the Western Fields, about midway between their extremes. The island, completely fringed by a reef and covered with trees 38m high, is nearly divided at its E end, where there is a narrow isthmus of broken coral, which the sea sometimes inundates at HW. Tide rips extend about 1 mile ENE from the E end of Nughu. Jones Reef, a 4.9m patch, is about 0.8 mile N from the W end of Nughu, and Knowles Patches, with depths of 6.1 to 10.9m, extend about 2.5 miles W from the same point.

Irregular depths are found for a distance of about 7 miles W and WSW from Nughu Island. A 10.1m patch, within this area, lies about 4.8 miles WSW of Nughu.

Directions.—From a position 3 miles bearing 076˚ from Tanatau Point, make good a course of 228˚ to pass SE of a 6.9m patch, and NW of a 7.3m patch lying about 1.3 and 3.3 miles S, respectively, of Tanatau. Both of these dangers will probably be seen by their discoloration. When abeam of Matumba Bay, course may be altered to pass about 0.8 mile S of Mandoleana Island and N of Edgell Bank, and when abeam of Norfolk Shoal, a course can be shaped to pass about 1 mile SW of Mbungana Island (Bungana Island), off the entrance to Tapoporu Harbor (Barango Harbor). The principal danger for deep-draft vessels in this channel is Walker Rocks, because they do not show discoloration.

Sealark Channel, about 1.5 miles in width and deep and clear, is between the 200m curves extending S from Florida Island and N from Guadalcanal Island. A recommended course of 075˚-255˚ leads midway between the dangers on either side. Nughu Island, a good mark for entering the channel, along with the dangers on the N side of the channel, have been discussed previously.

7.43 **Tanapari Cay** (Tanapari Island) (9˚20'S., 160˚18'E.), on the S side of Sealark Channel, was a sand cay only a few inches high in 1953. The cay lies near the W end of a narrow coral reef which is just covered at LW and steep-to on its N side. A boulder which dries 1.2m stands on the reef about 0.3 mile NE of the cay. A 3.2m patch is about 0.5 mile SW of Tanapari Cay.

There are irregular depths for a distance of about 5 miles WSW of Tanapari Cay. Maxwell Shoal, with a least depth of 5m, is about 2.5 miles WSW of Tanapari Cay. A light is shown from the reef.

Sealark Reef, 2 miles E of Tanapari Cay, is marked by a light and has some above-water rocks on its W side; it is steep-to on its N side.

Lengo Channel is the S of the three channels separating the Florida Islands and Guadalcanal Island. The channel is 3 to 4 miles wide, with depths of 33 to 55m. Rivers discharging into the channel from Guadalcanal Island often discolor the water giving the appearance of shoals.

Anchorage.—Anchorage may be obtained off any part of the coast on the S side of **Lengo Channel** (9˚22'S., 160˚20'E.)

Table of Contents

during the Southeast Trades, in depths of more than 20m, mud and sand, from 0.25 to 0.5 mile offshore.

Caution.—Simmonds Bank is small and usually marked by a strong tide rip; it has a least depth of 22m. It is near mid-channel at the E end of Lengo Channel.

Ringdove Shoal, with a least depth of 5.5m, lies at the W portion of Lengo Channel, about 3 miles offshore from Guadalcanal Island. James Rock is covered with 12m, 3.5 miles NE of Taghoma Point.

7.44 Mbungana Island (Bungana Island) (9˚11'S., 160˚12'E.), an island about 66m high, is at the entrance to Tapoporu Harbor (Barango Harbor).

Tapoporu Harbor (Barango Harbor), entered between **Tanakonola Point** (Barango Point) (9˚11'S., 160˚13'E.) and Wreck Point, about 0.8 mile NW, affords shelter during the Southeast Trades. Anchorage may be taken W and N of Bishop Cove, on the E side of the harbor and the first indentation above Tanakonola Point. Small craft can anchor, in 30 to 33m, sand and mud, at the head of the harbor.

Port Purvis (Water Point) is entered between **Plumer Point** (9˚09'S., 160˚14'E.) and Lyons Point, which is about 0.6 mile farther NW and is marked by a light. It is a sheltered harbor at the S end of Utaha Passage, which will be discussed later in paragraph 7.48. The harbor is surrounded by high hills, some of which to the S are bare, while others are densely wooded. The shore is fringed with reefs and lined with mangrove, broken occasionally by strips of sandy beach.

Lyons Point can be identified by a bare patch of rocks which resembles a native house; foul grounds extend about 0.3 mile NW from the point.

Table Rock, which is charted and is about 0.2 mile off the NW shore, is the only known detached danger in the port; on it are some heads that uncover 0.3m at LW. This rock and the coral spits projecting off the points are easily distinguished with a favorable light.

Anchorage in Port Purvis is protected, being open only to the NW. The holding ground, in 14.6m to 22m, is reported to be excellent; the bottom is green mud.

Hutchison Harbor, entered about 0.8 mile NW of Lyons Point, has depths of 26 to 55m for a distance of about 1.5 miles within the entrance, then it narrows to a width of about 0.1 mile. Several anchorage berths are available in the harbor.

Between Port Purvis and Hutchison Harbor is an inlet, open to the SW, with general depths of 18.3m to 49m, mud. A 9.1m patch is close inside the entrance of this inlet. A reef extends about 0.4 mile SW from the N entrance point of the inlet, and a 12.8m patch lies about 0.15 mile W of the outer end of the reef.

Ghavutu Harbor (Gavutu Harbor), W of Hutchison Harbor and separated from it by a peninsula, affords anchorage, in 33 to 36m, mud, close NE of a partly ruined wharf at the N end of the harbor.

7.45 Tulaghi Harbor (Tulagi Harbor)(9˚06'S., 160˚09'E.) (World Port Index No. 57100), W of Ghavutu Harbor, affords secure anchorage protected from all but SE winds. Range lights, in line bearing 109˚, lead into the harbor.

Depths—Limitations.—Government Wharf, with a length of 46m and an alongside depth of 4.6m, lies on the SE end of Tulaghi Island. A wharf for fishing vessels, situated 0.4 mile NW of Government Wharf, will accommodate vessels up to 120m in length with a draft of 7.5m. The local authorities may be contacted through Honiara Radio.

Pilotage.—Pilotage is available on request to the Port Authority at Honiara.

Anchorage.—Anchorage can be taken, in 35 to 39m, mud, good holding ground, in the bight off the N side of Tulaghi Island.

The coast of Nggela Sule, from Tulaghi Harbor to Sandfly Passage, about 6 miles W, is high, wooded and steep-to, with a coastal mountain range rising to 316m SW of Mount Rata (Mount Barnett). Bayldon Shoals, rock and coral, with a least depth of 7.3m, is the outermost danger and are about 2 miles SW of the SE end of Tulaghi Island. Tide rips are charted in the vicinity of the shoal.

Mbokonimbeti Island (Olevuga Island), separated from the W end of Nggela Sule by Sandfly Passage, is shaped like an anchor with its crown to the N. A mission station is on the W side of the island, about 1.3 miles NW of its W extremity. Anchorage may be taken by small craft with local knowledge, in 28 to 37m, sand and mud, about 0.1 mile off the reef at the mission station. Several shoals and shoal depths extend from, or lie in the vicinity of this island, and may best be seen on the chart.

7.46 Soghonara Island (Sogonara Island), 91m high, and Ndalakalau Island (Dalakalau Island), 76m high, are 2.5 miles and 5 miles WNW, respectively, of the W extremity of Mbokonimbeta Island. Passage Rock, which dries about 1.2m, is midway between the above islands. Mangalonga Island, the greater part of which is fringed with a reef, is about 0.5 mile W of the NW end of Mbokonimbeta Island, and a small unnamed islet is on a reef which extends 0.75 miles SW from Mangalonga Island. There are several other islands in the areas.

Vatilau Island, NW of Mbokonimbeta Island, is separated from it and the other islands W of that island by a passage with a least width of 1 mile, and which has tide rips extending across it. A reef, and a shoal, with a depth of 9m, lies in the center of the passage.

Several smaller islands are N and W of Vatilau Island. Kombuana Island (Pombuana Island), 76m high, is the N and has a reef, marked by tide rips, extending 0.5 mile S of it. Sambani Island (Buena Vista Island) is on a reef extending 0.25 mile N from the NW end of Vatilau Island; a small submerged rock is 0.25 mile farther N.

Mbodhoghori Island (Borogohi Island), 76m high and located on a reef extending W from Hanesavo's NW end, has some coconut trees on its N side and two rocky hummocks on its S side. A rock, covered less than 1.8m, and a 10.1m shoal are about 1 mile N of Mbodhoghori Island.

Hanesavo Harbor (8˚54'S., 159˚59'E.), between the W side of Vatilau Island and the SE side of Hanesavo Island, is about 1 mile wide at its entrance; drying reefs fringe both sides of the harbor and a reef, with two islets, extends about 0.3 mile SW from the SE entrance to the harbor.

Naghotano Island (Ngangotanga Island), 76m high, is SW of Hanesavo Island and is fringed by a reef. A small islet is on a reef extending from the NW side of the island; a 11.9m shoal is 0.4 mile NE.

7.47 Sandfly Passage, separating Nggela Sule from Mbokonimbeta Island, is clear of dangers at its SE end, but farther E the soundings become irregular, and tidal currents meeting the uneven bottom cause eddies and overfalls, especially in the narrow N end of the passage, where some dangerous rocks exist.

There are several conspicuous landmarks along the passage with many grassy slopes and summits interspersed between the thickly wooded hills. These landmarks include Mount Rata (Mount Barnett), on Nggela Sule; Mount Panamanauvi (Mount Olevuga), on Mbokonimbeta Island; Horn Hill, a sharp bare peak, 195m high, just E of Tanavula Point which is conspicuous from the S and E; and Haroro Hill, 214m high and thickly wooded, on a peninsula on the E side of the passage and about 3.3 miles NE of Horn Hill.

The coast of Nggela Sule side of Sandfly Passage is indented and fringed by a reef as is the Mbokonimbeta Island side. Depths of 37 to 55m are found in the bights at a moderate distance from the points of the fringing reef.

Tanavula Point, the SW entrance to the passage, is low, cliffy, and almost bare of trees.

7.48 **Hararo Point** (9˚01'S., 160˚07'E.) almost 4 miles NE of Tanavula Point, is the N point of a peninsula extending into the passage at about its midpoint.

Tanuli Point, the NE entrance point to Sandfly Passage, is bare and the coast between it and Lark Point, about 1 mile SW, is fringed by a steep-to reef extending up to 0.1 mile offshore.

The coast on the Mbokonimbeta Island side of Sandfly Passage opens into Laitonga Bay, a large bight, close E of the SW extremity of Mbokonimbeta Island. The bay has depths of 55 to 73m, sand and coral, and an arm extending N has depths of 20.1 to 55m, mud.

Tides—Currents.—The strength of tidal currents is affected by the prevailing winds and attain a rate of 2 to 3 knots at springs in the narrower channels. Strong tide rips are off both entrances and near the shores of the passages.

Anchorage.—Vessels with local knowledge can anchor, in 37 to 61m, sand and coral, anywhere in the passage out of the influence of the tidal currents. Vessels can anchor, as indicated on the chart, in 55 to 61m, sand and coral, about 0.4 mile NW of **Mbiki Islet** (9˚00'S., 160˚06'E.) in Laitonga Bay on the W side of the passage; and in 48 to 55m, sand and coral, in **Roderick Dhu Bay** (9˚00'S., 160˚08'E.), on the E side of the passage.

Directions.—When tide rips in either entrance indicate strong currents, close attention must be paid to steering because there are many eddies due to the uneven bottom. Deep-draft vessels should not attempt the passage because of the reefs in the N entrance.

Vessels entering Sandfly Passage SW entrance should steer for **Haroro Hill** (9˚01'S., 160˚07'E.), bearing 072˚, which leads midway through the entrance. When past **Rogers Rock** (9˚02'S., 160˚04'E.), 24m high and lying close offshore 0.75 mile E of Tanavula Point, alter course to 057˚ with **Hay Hill** (9˚00'S., 160˚08'E.) ahead. This course leads nearly midway between Hararo Point and the shoals extending into the W side of the passage. When almost abeam of Hararo Point steer to pass W of Mid Reef and, when safely clear of it, alter course E to avoid Vatukulita Rocks and the other foul area off the NE side of Mbokonimbeta Island.

Haroro Hill is conspicuous when entering the passage.

The main danger to vessels of moderate draft when entering the N entrance to the passage is Mid Reef. but a mid-channel course leads almost 0.2 mile W of it.

Caution.—Mid Reef (9˚00'S., 160˚07'E.) is on a rocky ridge nearly in mid-channel near the N entrance to Sandfly Passage. The ridge has uneven depths of 9.1 to 37m and the reef has depths of 3.6 to 5.5m. Overfalls and rips over the ridge are occasionally heavy.

A shoal, with a depth of 9m, is charted just W of the reef.

7.49 The coast of Nggela Sule from its E and **Tana Tau Point** (9˚08'S., 160˚25'E.) to the entrance of Mboli Harbor, about 8 miles NW, should be approached with caution because of the many charted shoal areas offshore.

Laghale island (Legace Island)(9˚05'S., 160˚24'E.), 30m high and fringed by a reef, is about 3.5 miles N of Tanatau Point.

Mboli Harbor, at the N entrance to Utaha Passage, affords good shelter during SE winds in 14.6 to 16.5m, but during N or NE winds the anchorage is too exposed for large vessels. Small vessels can anchor off the mission station on the E side of the harbor or farther S where there is complete shelter.

A drying reef with several islets extends 0.5 mile NW from the E entrance of the harbor and two coral reefs with a foul area between them obstruct the seaward end of Utaha Passage; this limits the use of the passage to small vessels only. Range lights lead into Mboli Harbor.

Utaha Passage (Mboli Passage), dividing Nggela Sule into two parts, is narrow and winding, especially at the N end, with heavy mangroves lining the entire passage. High heavily-wooded hills line the banks except at the N part where there are large grass-covered hills. There are many sand and coral shoals extending from the shores, and numerous streams, which muddy the water after heavy rains, empty into the passage.

Tides—Currents.—Strong tidal currents with a rate of 3 to 4 knots in the N part form numerous rips and eddies at the sharp bends. Currents meet off a point on the W side of the S entrance to the passage.

Anchorage.—Vura Anchorage, on the W side of a peninsula about 6 miles NW of Mboli Harbor, is apparently deep, with foul ground toward its head. Anuha Island is 0.5 mile N of the above peninsula with a deep channel between. Vatughahi Rocks (Vatugahi Rocks) with coconut palms on the reef fringing Anuha Island.

Anchorage can be taken, in 7.3 to 9.1m, on the bank 0.2 mile SW of the S end of Anuha Island.

Caution.—The coast between Vura Anchorage and Tanuli Point, at the NE entrance to Sandfly Passage, is fringed by a reef extending about 0.2 mile offshore. There are several charted detached shoals off this part of the coast.

The Russell Islands

7.50 The Russell Islands, ranging 18 to 37 miles NW of Guadalcanal Island, consist of Pavuvu Island, the smaller island of Mbanika Island, separated by Sunlight Channel, a deep passage, a large number of surrounding small islands which are

steep-to and several charted shoals and reefs. Large coconut plantations are on the islands.

Pavuvu Island is mountainous with peaks up to 457m high which slope down to level ground and form several peninsulas on the N side.

Mbanika Island has high ground up to 122m and level or undulating land elsewhere.

When approaching the Russell Islands, the mountains of Pavuvu Island are the first highlands seen. The land blends with the horizon, and breakers are not seen before the land. The shore is made up of sandy beaches, with fringes of coconut palms in the background.

Depths in the approaches to the Russell Islands are generally deep and clear, but caution is necessary in the SW approach because the islands there are not completely surveyed.

Renard Sound (Kokolanohol Sound) (9˚04'S., 159˚14'E.), on the NE side of Mbanika Island, has deep-water anchorage and is always sheltered. Much debris is reported on the bottom and caution should be taken to avoid fouling anchors. The bay serves as a port for Yandina Plantation.

7.51 Yandina (9˚05'S., 159˚13'E.) (World Port Index No. 57070) is a copra and cocoa loading port.

Winds—Weather.—From October to April, the winds are from the N and W; at other times they are from the S and SE. The wharf is open to these winds, which can make berthing difficult.

Depths—Limitations.—A wharf, about 53m in length, is situated 0.25 mile W of Renard Sound's S entrance point. Mooring dolphins stand E and W of the wharf, which has an alongside depth of 7.6m.

Pilotage.—Pilotage is not compulsory, but is recommended, and may be ordered through the Solomon Islands Ports Authority. The local authorities may be contacted through Honiara Radio.

Directions.—Vessels approaching Renard Sound should pass N and W of Koemurun Island, then W of Kokia Island, 2 miles to the SW.

When approaching from the E, pass between Laumuan Island and Lologhan Island, about 0.65 mile N, then between Fanau Island and Moe Island, then S and W of Daumie Island.

When approaching from the NE, pass N of Oumala Island, then between Ufaon Island and Lamu Island, taking care to avoid the charted 3.1m reported pinnacle rock about 1.3 miles NW of Oumala Island.

Vessels can also approach Renard Sound by passing between Kakau Island and the charted shoals 0.5 mile and 1.25 miles, respectively, to the S of that island, then pass N and W of Kokia Island.

When approaching from the S, enter between Louio Island and Levelen Island, then keep in mid-channel between Mbanikan Island and Loun Island.

Caution.—It has been reported that the coral reefs on either side of the approach channel to Renard Sound, and of the sound itself, are easily discernible by day and that the reefs extend 1m underwater from the shore and then drop almost perpendicular, so that the color of the water clearly indicates the channel with sufficient depth for navigation.

7.52 Sunlight Channel (Sera Me Ohol Channel), separating Pavuvu Islands and Mbanika Island, has a general width of 0.35 mile and depths of 33 to more than 183m. Moko Island divides the N part of the channel into two smaller channels. Hoi Island is in the S entrance; the passage to the W of the island is foul. A submarine cable is laid across Sunlight Channel, about 1.4 miles N of Hoi Island. Mooring buoys are close N off Hoi Island. Areas in the channel which have been wire-dragged to 12.2m are shown on the chart.

Tides—Currents.—Tidal currents are negligible, except in the S approach to Sunlight Channel E of Hoi Island, where a maximum of 2 knots has been observed and the average is 1 knot. Strengths occur at irregular intervals.

Directions.—Sunlight Channel can be approached from the NE or from the S by small vessels with local knowledge. The approach from the N is midway between Koemurun Island and Fulau Island, then midway between Fulau Island and Lever Point, the N point of Mbanika Island, then passing W of Moko Island.

One approach to the S entrance to Sunlight Passage is between Taina Island and Menmui Point, the SW extremity of Mbanika Island; another approach is between Cape Mbaloka, the S extremity of Pavuvu Island, and Monoluon Island, an island 1.25 miles SW. Sand Island, in about the middle of the latter approach, may be passed on either side.

A barrier reef with numerous islets 3.0 to 15.2m high and covered with vegetation, is at the N side of Pavuvu Island. **Langholon Island** (8˚59'S., 159˚15'E.), marked by a light, is the E islet on this barrier reef.

A large part of the area inside the barrier reef, including Nono Bay and Pipisala Bay, two indentations on the N coast of Pavuvu Island, and yhe entrances into these bays have been wire-dragged and are shown on the chart.

Inside the barrier reef there are several coral reefs, some of considerable size, all of which are visible from aloft under favorable conditions.

Nono Bay, on the NE side of Pavuvu Island, affords sheltered anchorage. The passages into the bay are partially marked by aids.

7.53 Pipisala Bay (9˚00'S., 159˚08'E.) (World Port Index No. 57030), at the N end of Pavuvu Island, affords good sheltered anchorage, in 46m, about 0.2 mile from the shore reef extending 0.25 mile from the head of the bay. Ships make occasional calls to load copra. Such ships must first call at a port of entry to obtain lighters and labor.

The inlet between Marulaon Island and Karamula Island has considerable depths, but affords no anchorage.

West Bay is an extensive bay off the NW coast of Pavuvu Island. Macquitti Bay, the E arm of West Bay, has been wire-dragged as indicated on the chart. Anchorage can be taken in Anonyma Cove, at the head of that bay, in 33m, mud. The cove, 0.25 mile wide at the entrance, is fringed by a reef extending 90m offshore.

Hooper Bay, a S arm of West Bay, is reported to afford anchorage, in 18.3 to 42m, but the entrance is narrowed to about 0.15 mile by reefs extending from both sides of the entrance. There is a small pier on the W side of the bay, just inside the entrance.

Buraku Island (Mborokua Island) (9˚01'S., 158˚45'E.), volcanic and 326m high, is 16 miles W of the Russell Islands. This isolated island resembles a truncated cone when seen from N. The island is heavily wooded and fringed with coral; breakers extend about 0.3 mile S from the SE and SW extremities of the island. There is a bight off the SW side of the island where reefs extend nearly 0.1 mile offshore from the entrance points.

Natives, who sometimes visit this uninhabited island, have reported no off-lying reefs.

Table of Contents